

# WORLD'S GREATEST AUTO RACE TO OCCUR ON DECORATION DAY

**Twenty-Seven Speedy Cars Will Contest in 500 mile Endurance Race on the Indianapolis Speedway—Big Purses Await the Successful Drivers, the Man Getting First Place Receiving \$20,000 in Cash—Machines Entered Are the Acme of Automobile Construction.**

Indianapolis, Ind., May 28.—Lured on by the richest prizes ever offered in automobile speed competitions, and driving the speed creations of the most brilliant engineering minds of Europe and America, the drivers of the second annual 500 mile race at the Indianapolis motor speedway will begin their long journey around the brick oval at 10 o'clock next Thursday morning.

For the second time in the history of the world's greatest race course the five-century contest for cars under 600 cubic inches will be offered to the speed lovers and the sporting inclined followers of the automobile game in the United States.

This is the greatest of track races. The first 500 mile event on the vitrified oval at Indianapolis astonished the world, and Ray Harroun in his Marmon Wasp was the hero of the nearly seven-hour speed combat. The first race taught the speedway management, the engineers, the drivers and last but not least, the public.

The second race will astonish the world. The greatest drivers on this side of the Atlantic are entered and many of them participated in the first event. The cars are faster than in 1911. The requirements of the entry conditions were much more stringent. The facilities for handling the largest number of people that will witness a sporting event in 1912 are much improved over the 1911 conditions and Indianapolis people by co-operating with the speedway management and the hotels will be able to easily handle all its guests.

The motor speedway, at a cost of \$650,000, has substituted a tunnel for the old foot bridge just north of the pits. This will facilitate the handling of the autos that are parked in the infield and the vast crowds that will view the race from this enclosure. The tunnel is just north of the wire at the north end of the paddock box stand. It will admit of the passage of two motor cars at the same time, going in opposite directions, and also provides two passages for pedestrians elevated above the vehicle passages.

The pits at the south end where Harry Knight pushed his Westcott into the wall to escape crushing the Case mechanic, Anderson, last year, have been fitted with concrete walls like the other pits in place of the former wooden partitions.

The speedway has in every way perfected its arrangements to make safe every possible angle of the race. The track has been gone over carefully and smoothed out. The drivers were instructed Monday night at 8 o'clock, in a meeting at the Claypool hotel by the A. A. A. officials in charge of the race, and cautioned to be vigilant at all times. An elaborate signal system for use in emergencies on the track has been worked out.

Only the cars that comply with the entry requirements in every particular will be allowed to face the starter Memorial day morning. Monday morning, May 27, at 9 o'clock, under the direction of Referee A. R. Pardington, Starter Fred J. Wagner and Chief Timer C. H. Warner and his assistants, the 27 entrants, began their trials to qualify. This demands the lapping of the track in 2 minutes flat or at a speed of 7 1/2 miles an hour for two and one-half miles.

This afternoon at 1:30 o'clock the cars began to weigh in. This requirement is 2,000 pounds or over.

All steering knuckles, front axles, frame hangers and steering mechanism, including the rods, will be subject to the approval of Howard Coffin, famous as engineer and builder of the Hudson car and the mechanical engineer of the speedway. These details prove to the layman that the first race demonstrated to the speedway and the motor car designers and builders the necessity of the precautions in running a race of such a distance.

Not only will the race for 500 miles be the longest track event in 1912, but it will also offer the largest amount of cash to the drivers of the modern speed-eaters. Fifty thousand dollars is offered to those men who will catapult their cars through space for more than six hours in an effort to cross the tape first with 200 laps to their credit.

The winner will receive for his probably six and one-half hours' exertion, the modest sum of \$20,000, while Ray Harroun, the winner of the first race, drew down \$10,000. In addition to this amount or cash offered by the speedway the various accessory manufacturers interested in the race have offered cash. The following amounts will be given to the next eleven drivers in the order they finish: \$10,000; \$5,000; \$3,000; \$2,500; \$2,000; \$1,500; \$1,400; \$1,300; \$1,200; \$1,100 and \$1,000.

Among the drivers and relief drivers named for the twenty-seven entrants in the race, seven drivers and seven relief pilots will rig in their first 500-mile event. The drivers that were not participants in the first five-century gasoline marathon are: Harvey Herrick, Bert Dingley, Billy Liesaw, Joe Horan, Len Ormsby, Charles Shambaugh and H. J. Kilpatrick. The relief pilots to make their bow in the 500 mile event are: "Big Boy" Rader, Johnson, Swanson, Fuller, Farr, Kittrell and Fowler.

Teddy Tetzlaff, now holder of the world's road racing with an average of 78.50 miles per hour, made at Santa Monica, May 4, will drive a Fiat, the same make of car with which he won his laurels. Last year he had a Lozier mount. Ralph De Palma

finished sixth in the first event in a Simplex and this year will be probably the individual favorite driving a big gray ercedes.

Bill Anderson will again drive a Stutz and will have as team-mates Charley Metz, famous as a National pilot, and Len Zengel, winner of the 1911 Elgin, at the wheel of a National. In the first race both Zengel and Metz appeared at the wheels of Nationals. Louis Disbrow and Harvey Herrick will drive the two Case entries. Herrick is a new 500-miler but Disbrow drove the Pope-Hummer last season.

Spencer Wishart, the New York millionaire, who won fourth place in the initial race, will drive the same Mercedes. Harry Knight, driver of the Westcott that he wrecked in the first event, will appear at the wheel of a Leiston. This will be the initial bow of the Leiston in speedway racing.

The National team will present a new front. Howdy Wilcox will again drive a fifty-horsepower, the same as last year. He will be finished in seventeenth place with in the first event. David Bruce-Brown, twice winner of the grand prize of America, will drive a second National fifty. Brown finished third in a Fiat last year. Joe Dawson, winner of fifth place in the first race at the wheel of a Marmon, will round out the National's team. Truly, one of the most formidable trios that ever grasped the steering wheel of a rubber-tired, gasoline-devouring speed monster. Brown is for the first time driving an American-made machine.

Bert Dingley, famous for his work with a Pope on the Pacific coast, and participant in former Vanderbilts, will make his bow in a Simplex.

Johany Jenkins, former pugilist and famous as a Cole driver, will mark the return of the White to the racing arena. The last appearance of the Cleveland machine in the speed lists was with the White Steamer.

Bob Burman, "Speed King," will drive a Cutting in the event. Burman held the wheel of one of the Benz entries in the first event.

Lee Frayer, who finished thirteenth in the Firestone-Columbus in the 1911 event, will drive the same mount.

Billy Liesaw, at the wheel of the Marquette-Rulek, is a new face among the five-hundred miler. "Old Farmer Bill" Endicott, with a penchant for green and famous as a pilot of Cole cars, has transferred his affection to a race-appearing Schacht of Vermillion hue.

Mel Marquette, driver of the McFarlan six in the first event, will have a mount of the same make.

Ralph Mulford, the laughing youth that made the name Lozier synonymous for speed, will, for the first time in his long career, appear at the wheel of another make. Mulford will drive a Knox Six. He promises to be a strong contender and the Knox Four, driven by Belcher last year in the race had a world of speed. Mulford finished second in the first event, driving a Lozier, one minute and forty-three seconds behind Harroun.

Hughes Hughes, winner of many events in his class in the Little Mercurys, has one of the most formidable speedsters at the track. Hughes finished twelfth last year in a Mercer. Len Ormsby will drive an Opel, a fam-

## Sensible Women Know Foundation of Health

As health talks to women become more general, both in the newspapers and on the platform the mass of women are beginning to realize what the more cultivated have always known, that good health cannot be found in a powder box. The external of health may be obtained in that way, but the basis of health lies deeper, and yet is just as easily obtained.

The most important thing that a woman can do for herself, and about which she is often most neglectful, is to watch the condition of her stomach and bowels. The weary eyes, the bad breath, the frequent headaches, the pimples, the general air of lassitude is nine times out of ten the result of constipation or indigestion, or both. Many simple remedies can be obtained, but the best in the estimation of most women is Dr. Caldwell's Syrup Pepsin. It is mild, pleasant to the taste and exactly suited

to her needs. It is far superior to salts, cathartic pills, waters, etc., which are entirely too violent.

Women should see to it that they have at least one movement of the bowels each day, and when showing any tendency to constipation should take Dr. Caldwell's Syrup Pepsin in the small dose prescribed. A brief use of it will so train the stomach and bowel muscles that all forms of medicine can be dispensed with. These opinions are voiced by thousands of women, after personal experience, among them Alta M. Lilly, Redwine, Calif., and Mary A. Beebe, St. Thomas, Nevada.

Anyone wishing to make a trial of this remedy before buying it in the regular way of a druggist at 50 cents or one dollar a large bottle can have a sample sent to the home free of charge by simply addressing Dr. W. B. Caldwell, 405 Washington St., Monticello, Ill. Your name and address on a postal card will do.

ous German car, in his speedway debut. Shambaugh of Lafayette, Ind., is a newcomer. He has built a special car for the event but is still doubtful if he will be ready in time to say "Good morning" to "Was."

Joe Watson and Joe Horan will drive Lozier cars. Horan was under contract to drive an Amplex in the first event, but an accident before the race prevented his appearance. Watson was a relief driver on the Fiat team in the first event. Kilpatrick, driver of the Mason, is also making his bow. Kilpatrick is known to the racing fans by his work at the wheel of the Hotchkiss car on the mile tracks in former years.

Among the relief drivers, five of them had mounts in the 1911 race. Knipper, relief pilot for the Stutz trio, drove a Benz, teaming with Burman. Brass, relief pilot to Tetzlaff, had a Fiat mount. Hearne, relief for the Case pair, drove another Fiat. Rupert Jeffkins, relief to DePalma, had a Velle entry in 1911. Harry Adcock, relief to Farmer Bill of the Schacht, drove the Inter-State in the original event. Don Herr, relief for the National trio, won his first race at Elgin last year, winning the 301 and 450 event with a National and was a relief pilot in the first five-century test.

If the weather is cool, the breaking of Ray Harroun's average of 74.61 miles an hour will be possible, but if it is torrid July weather on Memorial day the breaking of the record will be a task.

To break Harroun's time of 6:43:08, the car must average 76 miles an hour or complete the race in six hours and forty minutes, or two minutes to the lap. To do 78 miles an hour the cars must average 1:55:24 per lap or complete the race in 6:24:40.

However, the cars are built for speed as indicated by their size and the lines of the design. There will be six cars in the six-cylinder class if all the entrants qualify, and twenty-one four-cylinders. In the 500-inch division of the race there are ten cars, in the 400 class eight, in the 300 class seven and two in the 200-inch piston displacement. "Speed King" Burman has the car with the largest piston displacement his Cutting mount measuring 597.9 cubic inches. Kilpatrick, with the Mason, is the diminutive entry, having a piston displacement of 242.5 inches.

The nomenclature of the officials selected by the Indianapolis motor speedway embodies the names of several of the most prominent men in the automobile game. R. P. Hooper, president of the American Automobile association, will be honorary referee. A. R. Pardington will be referee, and "Parly" has officiated in this capacity in previous speedway events. "Old Reliable" Fred J. Wagner, formerly referred to as "Wag," will again start the cars and wave the green and checkered flags.

While Ray Harroun, the Redoubt pilot winner of the original five-hundred-mile grind, will not sit behind a brass steering column and watch the bricks seemingly glide rapidly under him, he will be a part of the race as he is assistant to Wagner as starter. Harroun will help line the cars up and send the boys away in their effort to smash his record in the Marmon "wasp."

John S. Cox, director of scores in the first race, will again occupy the same position, and the checking in of the winner and the cars in the money will rest with this man. William Schimpf of New York, chairman of the contest board of the A. A. A., under whose sanction the contest is held, will be on the grounds and he will be assisted by C. W. Sedwick, Indianapolis representative of the A. A. A.

The cars are not the only feature of interest to the world in considering a race of this magnitude. Special trains from many points will be run to Indianapolis for the event. The hotels of the Hoosier capital have not been able, with all their facilities, to take care of the crowds, and the citizens have thrown open their homes through the room bureau of the speedway, and there will be accommodations for all that come to the race.

Another feature will be the crowd. This event will probably attract the fans far in excess of the number that witnessed the original event. The first race drew more people to the track than ever before witnessed a sporting event. But they were different in class. The crowd at the speedway event will be cosmopolitan. Millions will be represented and the executives of the motor car factories of the country, whether directly interested in racing or not, will watch the contest from the stands. Special trains will be run over the Big Four and C. H. & D. systems in addition to the traction facilities for transporting the large crowds to the track. Many of the visitors to the race will come in their motor cars and the speedway has facilities to park 10,000 automobiles.

## Politics and Politicians

Congressman James M. Cox of Dayton, has announced his candidacy for the democratic nomination for governor of Ohio.

The democrats of Porto Rico have named six delegates to the Baltimore convention and instructed them for Woodrow Wilson.

Atlantic City, a long sufferer at the hands of corrupt politicians, has decided to adopt the commission plan of government.

Brand Whitlock, Toledo's famous mayor, will report the proceedings of the democratic national convention for one of the popular magazines.

James Hamilton Lewis, democratic candidate for United States senator from Illinois, is being urged for temporary chairman of the democratic national convention.

It is reported that E. B. Foss, a wealthy lumberman and mine owner

## THIS LADY'S GOOD APPETITE

Mrs. Hansen, In a Letter From Mobile, Tells How She Gained It.

Mobile, Ala.—"I suffered for seven years, with womanly trouble," writes Mrs. Sigurd Hansen in a letter from this city. "I felt weak and always had a headache and was always going to the doctor. At last I was operated on, and felt better, but soon I had the same trouble."

My husband asked me to try Cardui, I felt better after the first bottle, and now I have a good appetite and sleep well. I feel fine, and the doctor tells me I am looking better than he ever saw me."

If you are sick and miserable, and suffer from any of the pains due to womanly trouble—try Cardui. Cardui is successful because it is composed of ingredients that have been found to act curatively on the womanly constitution.

For more than fifty years, it has been used by women of all ages, with great success. Try it. Your druggist sells it.

R. B. Write for Ladies' Advisory Dept., Chatterbox Medicine Co., Chattanooga, Tenn., for Special Instructions, and 64-page book, "How Treatment of Women," sent in plain wrapper, on request.

of Bay City, will be a candidate for the seat of United States Senator William Alden Smith of Michigan.

John Barnes, associate justice of the Wisconsin supreme court, is prominently mentioned for the democratic nomination for governor of Wisconsin in the approaching primaries.

The Massachusetts house of representatives is the first legislative body to adopt the Bristol amendment to the federal constitution providing for the direct election of United States senators.

C. V. Stewart, chairman of the state democratic committee of Montana, is being boomed for the nomination of governor to succeed Edith L. Morris, who has announced his intention to retire at the end of his term.

The Wilson victory in Texas was in a way a victory for the prohibitionists in that state, since all of the prohibition leaders were aligned on the Wilson side, while the Clark and Harmon forces were made up of the anti-prohibition element.

Comptroller Prendergast of New York City, who is to make the speech presenting Colonel Roosevelt's name to the republican national convention in Chicago, is said to be the Roosevelt choice for the republican nomination for governor of New York this fall.

Four candidates have entered the race for the republican nomination for governor of Missouri. They are Arthur W. Brewster of Kansas City, Leon Quirk, city treasurer of St. Louis, John E. Swanger, state bank commissioner and former secretary of state and John C. McKinley, who was lieutenant-governor from 1904 to 1908 and twice the republican nominee for United States senator.

For the fourth consecutive time Eugene V. Debs of Indiana is the socialist candidate for president of the United States. In again nominating Debs the socialist party has broken the record, as no other political party has nominated the same man for president four times. In 1900 Mr. Debs polled 88,000 votes; in 1904 his supporters numbered 402,000, and four years ago he received 480,000. The party leaders predict that the socialist vote in November will be close to the 2,000,000 mark.

## YOUNG MOTHERS

No young woman, in the joy of coming motherhood, should neglect to prepare her system for the physical ordeal she is to undergo. The health of both herself and the coming child depends largely upon the care she bestows upon herself during the waiting months. Mother's Friend prepares the expectant mother's system for the coming event, and its use makes her comfortable during all the term. It works with and for nature, and by gradually expanding all tissues, muscles and tendons, invigorates, and keeping the breasts in good condition, brings the woman to the crisis in splendid physical condition. The baby, too, is more apt to be perfect and strong where the mother has thus prepared herself for nature's supreme function. No better advice could be given a young expectant mother than that she use Mother's Friend; it is a medicine that has proven its value in thousands of cases. Mother's Friend is sold at drug stores. Write for free book for expectant mothers which contains much valuable information, and many suggestions of a helpful nature.

BRADFORD REGULATOR CO., Atlanta, Ga.

ANNUAL STATEMENT	
Of the Northwestern National Insurance Company of Milwaukee, Wis., represented by Herbert W. Gehring, Agent, December 31, 1911.	
Cash capital	\$1,000,000.00
Reinsurance reserve	2,977,200.01
Confiscation reserve	500,000.00
Unpaid losses	98,093.74
Oil other liabilities	115,592.50
Surplus	1,502,508.58
Total	\$6,193,794.83

**FIGHTS FOR TONIGHT**  
Eddie McGoorty vs. Bob Moha, 10 rounds, at New York.  
Hugo Kelly vs. Jack Dillon, 10 rounds, at Indianapolis.

If you want to get the want you want to get, you want to get your want in a want getter. The Optic wants you to get the want you want to get. Try the "Want Ads" and see.

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Cottolene is a vegetable product—without an ounce of hog fat in it. It is made from the choicest cotton oil, extracted from the seed picked on the fields of the Sunny South. It is a product of Nature, and makes wholesome, digestible, healthful food.

Cottolene is made in a cleanly manner—from Cottonfield to Kitchen human hands never touch the oil from which Cottolene is made. It is the one high-grade, absolutely pure and perfect cooking fat—and far preferable from a health and economic standpoint to butter, lard or any other fat.

Cottolene is more economical than butter or lard because it goes one-third farther.

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